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X1∮	THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL OFFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 784, ST THE U.FT-GOE, AS AMENGED. ITS TRANSMISSION OR REVELLATION OF FITS OFFENSE THE RECEIPT AT AN UNAUTURALIZED FRACE IS FROMISITED STATES.	THIS IS UNEVALUATED INFORMATION
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canal constructed and joined to the Margab River at Bolshevik. From Bolshevik a continuation of this canal would be extended north on the Margab River all the way to Kolodets Mirza Charle where it would connect with the Unguz River canal.

- d. The Zeravshansky Canal.
 - (1) The plan also included a canal from Ak-Rabat (east bank of Amu Darya) to Gizhduvan.

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- 3. No work was begun on any of these canals until the end of World War II. From gleaning various types of Soviet literature that the Soviets completed Variant I by 1951.
- 4. Importance of the Projected Canals.

- a. One of the major economic problems of Ferghana and Central Asia is to develop the cotton industry of the region. The primary obstacle is, of course, lack of sufficient water.
- b. In an average year the USSR produces 3,100,000 tons of cotton. Of this amount Central Asia /USSR/ produces approximately three million tons. Agricultural specialists of the Soviet Union maintain that once the first Variant is completed Central Asia /USSR/ can double her cotton output and produce another three million tons per year.
- c. Every 50 years the water level of the Caspian Sea is lowered 50 tentimeters. By turning the waters of the Amu Darya into the Caspian Sea via Variant I, the additional water would cut the shrinkage to some degree but not entirely.
- d. A factor of utmost importance relative to the development of Variant I, is that it would provide a continuous water route I transportation from Moscow to Samarkand. From Moscow to the Caspian Sea via the Volga River. From Krasnovodek via the Uzboy Canal to the Kuna Darya canal which would join the Amu Darya at Ak-Rabat. From Ak-Rabat to Gizhduvan via the Zeravshansky Canal. From Gizhduvan to Samarkand via the Zeravshan River.
- e. The Amu River is by and large melkaya voda /ahallow water/. Its average depth is 75 centimeters. The Amu also carries considerable sand and silt consequently vessels which draw over 75 centimeters cannot navigate this river. Much of the Amu is dredged at least once a year and sometimes twice. As a result it was deemed cheaper to construct a causal parallel to the Amu from Chardabou to Kerki. Plans were drawn for its construction.
- f. Relative to the Unguski Variant, the Unguz river bed cuts the Karkhun Oblast in half most of this region is sandy, although a few spots are free of sand. For two or three months of the spring season much of the area is very green because of the growth of sedge, carex, and other grasses.
- g. One of the chief reasons for the canal which would connect
 Krasnovodsk with Termez via Kerki is due to the proximity of the
 Ashkhabad railway to Iran. In many places this railway is less
 than two hundred meters from the Iranian border. The Soviets
 reasoned that in the event of war this line could be repeatedly
 cut by saboteurs who could readily slip over the border into Iran.
 The Soviets felt that the proposed canal would be sufficiently
 distant from the border (that it could be protected), and that
 since excellent railway facilities tied Termez to Samarkand, such
 a water route would serve to keep supplies flowing constantly.

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